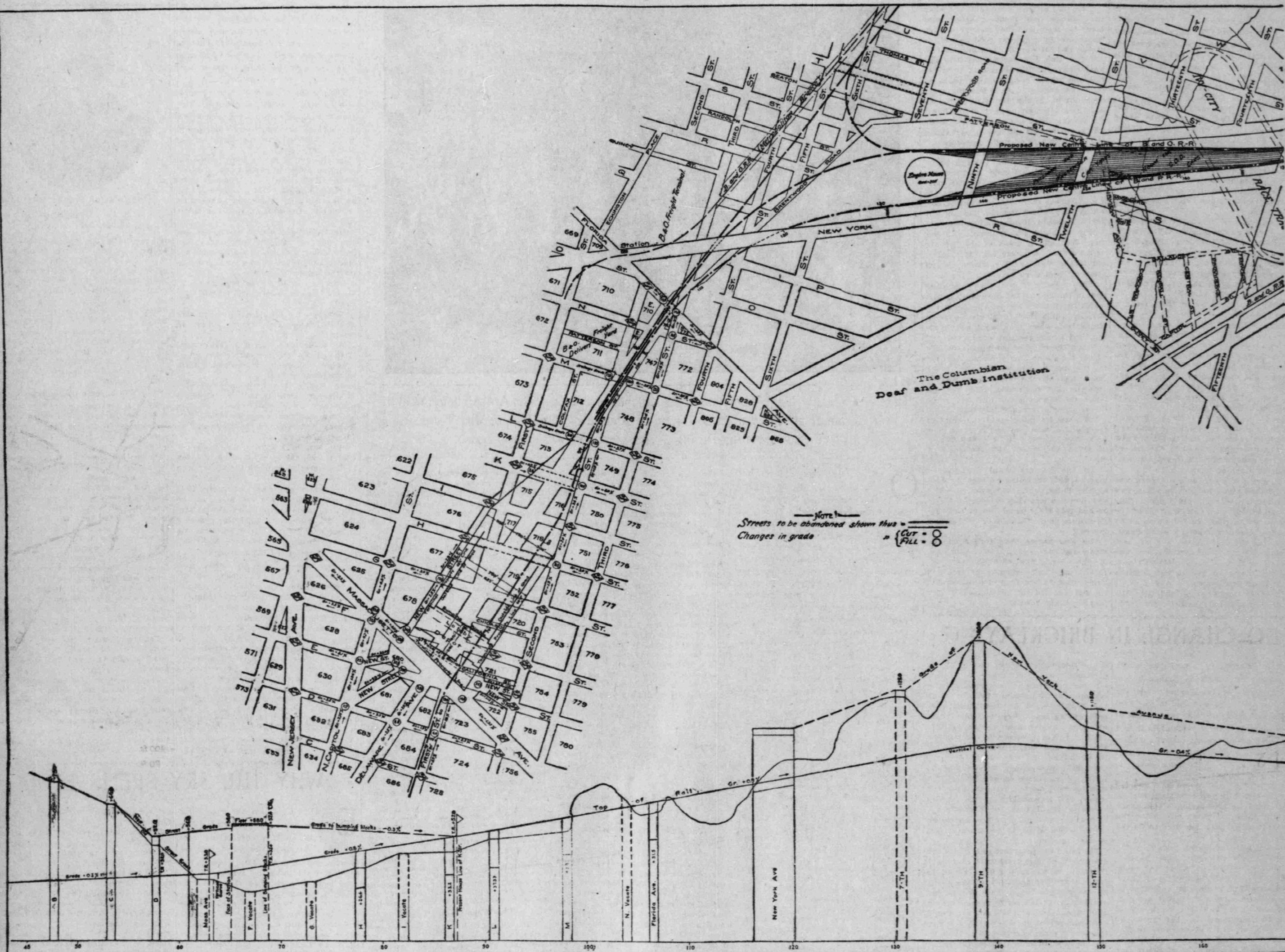


Plans Showing the Proposed



IN the accompanying map The Times presents a ground plan of the proposed Union Station, the approaches from the north, and the yards and shops in Eckington. Notwithstanding the extent of the work to the southward, including the tunnel, the removal of grade crossings, and the bridge across the Potomac, the improvements shown in this map are in many ways the most important connected with the enterprise which will give Washington entirely new railroad terminals. The work in Eckington alone will have a significant bearing upon the future development of the city.

The station fronts on Massachusetts Avenue between Second Street east and North Capitol Street. The northwest corner of the station will stand 100 feet north of the line of Massachusetts Avenue and 350 feet east of the line of North Capitol Street. The southwest corner will be 225 feet north of the line of Massachusetts Avenue, or about twenty-seven feet north of the line of Cincinnati Street. The station lines will be included within a width of 750 feet. At the front of the station is proposed an elliptical plaza 425 feet through its shorter and 1,000 feet through its longer diameter. The station building will be 350 feet deep. Along the north side of the building will be opened a new street extending from Massachusetts Avenue to First Street, near H Street, and new streets will be cut from North Capitol through to the plaza from D and E Streets; F, G, I, L, and N Streets will be closed. H, K, and M Streets and Florida Avenue will be open. The train sheds will extend from the rear of the station building northeastward to a line drawn from near the corner of I and Second Streets to a point north of the corner of I and First Streets northeast. From

this line the terminal lines converge from a width of 850 feet to 200 feet at L Street, north of Second Street.

At the east end of the station the tracks from the south emerging from the tunnel at B Street will run on a level thirty feet below the ground floor of the station.

THREE ROADS FROM THE NORTH.

Into the new station which lies along the line of Delaware Avenue will enter the tracks of the Metropolitan Branch and main line of the Baltimore and Ohio, and those of the Pennsylvania road. The tracks of the Metropolitan Branch will be straightened from a point near U Street and carried into the line of Delaware Avenue. The main line of the Baltimore and Ohio curves to the east from Delaware Avenue at Q Street, crossing Fourth and Fifth Streets, and the Brentwood Road at its intersection with Sixth Street. At Ninth Street it swings in parallel with New York Avenue on the west side of the yard, which is 450 feet wide at that point. It then verges northward again on a long curve and joins the track of the main line at Langdon Station.

The tracks of the Pennsylvania road curve eastward at Florida Avenue to a point 100 feet north of New York Avenue, and run parallel with that avenue to a point beyond Montana Avenue, where they curve again to a line running east midway between U and W Streets to the District line. These tracks pass across the Bladensburg Road near its intersection with the Queen's Chapel Road, through the southeastern corner of the grounds of the Reform School, across the Anacostia flats, and over the Eastern Branch on a steel bridge. They join the main line of the Pennsylvania Road at Magruder Station in Maryland.

The floor of the proposed union

station will be about 45 feet above the present grade of F Street, and the bumping blocks, where the trains will stop, slightly below the floor. The tracks in the train shed will be on a 3 per cent grade, sloping to the north. The trains from the South coming through the tunnel will be a few feet above the present grade of F and G Streets, and the passengers will enter the station above by climbing stairs or by means of elevators to be constructed for the purpose. The tracks from the North will pass about twenty-five feet above H Street, and those coming out of the tunnel about twenty feet. The grade north from Massachusetts Avenue is 8 per cent, which is maintained to Ninth Street in Eckington. The tracks out of the station join those coming out of the tunnel at K Street above the street. From M Street south there will be a fill. At that point for 400 feet north there is a cut through the bank at that point. Beyond Florida Avenue there is much filling to be done where the yard begins on the level of the street grades.

SPACE TO BE CLEARED.

Beginning near the intersection of New York Avenue and Fourth Street there is a heavy cut which at the highest point, near Ninth Street, is eighty-five feet deep. More than this a space must be cleared sufficient to accommodate to tracks and accessories of the car yards 800 feet in width. Beyond Twelfth Street there is a slight fill, when cutting again begins and is carried through to Fifteenth Street. Then comes a long fill reaching to Twenty-fourth Street, the tracks passing over the Bladensburg Road on a bridge. At Thirty-fifth Street near the grounds of the Reform School the Pennsylvania tracks will be brought through a cut seventy-five feet deep, where the bluff rises abruptly above the Anacostia flats. Across the flats

there is a high fill now in process of grading.

For the construction of the station and the approaches to the northward it will be necessary to move 7,600,000 cubic yards of material. About 2,220,000 yards of the material is to be removed from the space bounded by New York, Montana, and Patterson Avenues and the Brentwood Road. Drawing a circle from a point near the intersection of New York and Florida Avenues as a center, of 3,000 feet radius, and about 90 per cent of the earth to be removed will be within the northern half of the circumference. The greater part of it is where the yard lines pass through the high hill covered with woods on the western side of Kendall Green. In depressing the streets between Massachusetts and Florida Avenues 300,000 yards of earth must be moved, and 100,000 yards immediately south of Rhode Island Avenue, where the freight sheds are being built.

Some 900,000 yards of earth will be required to fill the space within the terminal walls, between Massachusetts and Florida Avenues. More than 500,000 yards will be delivered to the District Commissioners at some point near Massachusetts Avenue for the construction of the plaza, and 250,000 yards will be taken by the railroad company at some point in Eckington for use on other parts of the line, and the balance will be dumped on a flat place near the Baltimore and Ohio tracks north of University Station on the Metropolitan Branch.

FOUNDATION FOR STATION.

For the foundations of the station, for retaining walls at the open streets, and for the lateral walls of the terminal, 100,000 cubic yards of masonry must be constructed, between Massachusetts and Florida Avenues. Of this 40,000 yards will be retaining

walls and abutments to carry the bridges. This will be what is known as second-class masonry of Ranged Ashley stone backed by concrete. At H Street 15,000 yards of concrete masonry, faced with enameled brick, and granite coping for the abutments of the bridge will be constructed. Between H Street and the station building there will be 40,000 yards of concrete retaining walls forming sides of runways for the handling of baggage. Between the station and the outer end of the train shed. In the train shed 5,000 yards of stone work are to be laid, averaging three feet in thickness, to form part of the foundations.

YARDS, SHOPS, AND SHEDS.

Beginning near the angle formed by the intersection of Florida and Rhode Island Avenues, and extending northeastward to Montana Avenue, following the general direction of New York Avenue, will be constructed the freight sheds, car yard, shops, round house, and accessories of the terminal. For this purpose, as shown, the contractors will level to the grade of the tracks a space 800 feet wide and nearly two miles long. The lower end of the yard limits will be near Langdon. In changing the tracks and in the construction of side tracks Winthrop Heights with its cluster of suburban houses will be blotted from the map. Steam shovels will plow deeply into the hillsides, and greatly change the face of the country. Just about in the middle of the old Ivy City race track will be built the new round house for the storage of engines of both the Baltimore and Ohio and Pennsylvania roads. Near it will be a repair shop covering several acres. Other construction and repair shops will be built in the neighborhood, and where once the sports of Washington and the country gathered to see horse races will be the everlasting din of moving engines, the bumping of cars, the sound of the hammer, and in the air will float the smoke of a hive of industry, such as Washington has never seen.

In South Eckington numerous houses are to be torn down, the deep gullies lately filled with growing trees are being leveled, the hill beyond is to be cut out, and a long line of freight sheds built. They will extend from Florida Avenue to the Brentwood Road on the north side for the Baltimore and Ohio Company, and for a similar distance on the south side for the Pennsylvania Company.

When finished the freight sheds of the Pennsylvania company will be given up in South Washington, and some of them will be used by the Southern railroads and others will be abandoned. Between the sheds and down past the repair shops the car yards will extend forty or fifty tracks wide. The railroad companies have options on land several hundred feet each side of the constructions now going on, and while the ultimate purpose of the ownership of these lands has not been made known, it is conjectured that the railroad people have in contemplation many other structures not on the general plans of the terminal. The ideas of the railroad companies seem to be that Washington is to be an important railroad center, which in future years will call for an immense extension of traffic facilities along the northern approaches to the station.

THE GREAT VIADUCT.

The viaduct leading into the station will be of sufficient width to carry six tracks. From Florida Avenue northward these will expand into twelve, and the yards will carry at least forty-eight tracks for the parking of cars. Between Florida and Montana Avenues Ninth, Twelfth, and Fifteenth Streets and New York Avenue

will cross the tracks and yards. Other streets, including Thomas, Seaton, S. Third, and Quincy Streets will be closed. The Brentwood Road also will be closed from Seventh to S Streets. T Street will pass over the tracks on an elevated structure, and New York Avenue will be carried over the railroads by a similar device to be built by the railroad companies.

The cost of the work north of the station exclusive of the buildings is estimated at \$2,500,000.

TWO YEARS FOR THE GRADING.

The contracts for the grading and laying of tracks carry a time limit of two years, and the men in charge of the work think, at the present rate of moving the earth, they will be through within eighteen months from the time the construction facilities are on the ground. Ten gangs of workmen were engaged last week on different portions of the work between Massachusetts Avenue and Magruder Station in Maryland. These gangs are preparing the ground for the more serious work to follow. For example, roadways are being constructed over the route, and tracks laid for the operation of dummy engines to serve the steam shovels. In the angle near Eckington Place and Florida Avenues workmen of McMullin & McDermott have been at work several weeks digging away the high bank of earth east of Rhode Island Avenue and making room for the structure of the first freight shed. The earth has been moved here by wagons to the deep gully east of the Metropolitan Branch.

Another gang is building a new sewer through E Street and across Massachusetts Avenue through the space to be covered ultimately by the plaza, to serve as an outlet for the sewage of the territory covered by the terminal. Other workmen are em-